



ILLINOIS COMMERCE COMMISSION

January 12, 2005

County of Kane and Union Pacific Railroad Company,
Petitioners,

Vs.

The Illinois Department of Transportation,
Respondent.

Petition for the construction of a new grade separation of Bunker Road extended
under the Union Pacific Railroad Company at MP 40.8 located near LaFox, Kane
County, Illinois.

Mr. Mack Shumate, Jr.
Union Pacific Railroad Company
101 N. Wacker Dr., Ste. 1920
Chicago, IL 60606

Dear Mr. Shumate:

Receipt is acknowledged of the original and four (4) copies of the Petition filed January 10, 2005 in
the above matter.

**All future correspondence/pleadings should be filed with an original and two (2) copies and
addressed to: Mr. Dave Lazarides, Acting Director of Processing, Illinois Commerce Commission,
527 E. Capitol Avenue, Springfield, IL 62701 or you may file the original electronically through E-
Docket if you have an account. To apply for an account, please log on to www.icc.state.il.us and
apply for an E-docket account.**

Processing and Information Section

kl

cc: Mr. Victor A. Modeer, IDOT
CT Corporation System, UP
Mr. Carl Schoedel, Kane County

56

STATE OF ILLINOIS
BEFORE THE
ILLINOIS COMMERCE COMMISSION

RECEIVED
JAN 10 2005

Illinois Commerce Commission
RAIL SAFETY SECTION

COUNTY OF KANE and)
UNION PACIFIC RAILROAD COMPANY,)
)
Petitioners,)

vs.)

No. T05-0001

THE ILLINOIS DEPARTMENT OF)
TRANSPORTATION,)
)
Respondent.)

Petition for the construction of)
a new grade separation of Bunker)
Road extended under the Union)
Pacific Railroad Company at MP 40.8)
located near LaFox, Kane County,)
Illinois.)

P E T I T I O N

TO THE ILLINOIS COMMERCE COMMISSION:

The Petitioners, County of Kane and Union Pacific Railroad Company, respectfully represent to the Illinois Commerce Commission the following:

1. Kane County has jurisdiction under the laws of the State of Illinois, being the Illinois Highway Code, over Bunker Road, a part of the County Highway System, which carries local and regional traffic but does not cross the Union Pacific Railroad Company

(hereinafter referred to as the "UPRR") tracks in County of Kane, State of Illinois.

2. UPRR is engaged in the transportation for-hire of passengers and/or goods within the State of Illinois and is a "rail carrier" within the meaning of chapter 625 ILCS 5/18c-1104 of the Illinois Commercial Transportation Law ("Law").
3. The Commuter Rail Division of the Regional Transportation Authority ("Metra") proposes to extend commuter rail service on the existing 36-mile UPRR west line, which currently provides service between Geneva and downtown Chicago. This project will extend the line eight miles west to Elburn, with two new stations serving Elburn and LaFox. The extension itself will use existing railroad track and right-of-way currently used by both Metra and the Union Pacific freight railroad. The scope of the project includes multiple track and signal improvements, construction of two new stations and associated parking facilities and a new train yard located at Elburn. This project will link rapidly growing communities to the west of

Chicago with the major employment centers in Chicago.

4. To facilitate additional commuter access to the LaFox Station, Metra and Kane County have agreed to extend Bunker Road under UPRR's tracks, and propose a grade separation structure be constructed at the point that Bunker Road, when extended, crosses under the UPRR's track at the location shown on **Exhibit A**, attached hereto and made a part hereof.
5. The existing two mainline tracks and a proposed third main line track (total of three tracks) of UPRR are oriented in an east/west direction at MP 40.8 intersecting an extended Bunker Road near LaFox, Kane County, Illinois ("LaFox").
6. Once the commuter service is extended to Elburn (service is estimated to start on December 31, 2005), there will be 52 commuter revenue and equipment trains operating between Geneva and Elburn.
7. At LaFox, Illinois, where Bunker Road will cross under the UPRR tracks at MP 40.8, there are approximately 60 freight trains per day, and there will be an additional 52 commuter trains

per day, for a total of approximately 112 trains per weekday.

8. The geometric and general information for the proposed roadway improvements for the Bunker Road Extension are detailed on **Exhibit B**.
9. The Petitioners propose a grade separation structure for Bunker Road under the tracks of UPRR (hereinafter referred to as the "Project") and agree with Metra being the responsible agency to perform the design, permitting, land acquisition and construction of a 3-span steel girder bridge with a cast-in-place concrete deck to carry the tracks of UPRR over Bunker Road, as shown on the attached **Exhibit C**, which is hereby made a part hereof. This grade separation structure will provide for public health, safety, welfare and convenience of vehicles and pedestrian traffic.
10. Petitioners and Metra are not requesting funds from the Grade Crossing Protection Fund for this Project. Metra will pay all costs related to the design and construction of the Bridge Project. Kane County will be responsible for any and all costs of extending Bunker Road. After the Bridge

Structure has been constructed, Kane County shall assume all future maintenance costs of the Bridge Structure.

11. The large number of train crossings and the increased number of tracks, in addition to the increased number of vehicles accessing the LaFox Station parking facility, will combine to create long delays at the crossing on a regular basis, if the crossing were to be constructed at grade. The potential for vehicle-train grade crossing accidents and the regular delays for traffic at an at-grade crossing justify the need for a grade separation.
12. The Petitioners have entered into an agreement with Metra regarding construction of the Project, a copy of which is attached hereto and hereby made a part hereof as **Exhibit D**.

WHEREFORE, Petitioners pray that the Illinois Commerce Commission hold a hearing, if one is required, to establish a new grade separation structure of the Union Pacific Railroad Company tracks over an extended Bunker Road, located at MP 40.8 at LaFox, Kane County, Illinois, and enter such Order pursuant to subsection (3) of Section 18c-7401 of "The Illinois Commercial Transportation Law,"

effective January 1, 1986, as amended (625 n.CS 5/18c-7401). Such Order shall provide for the above-mentioned separation of grades by construction of the subject grade separation structure at Bunker Road extended under the UPRR tracks, all as may be necessary to preserve, promote and protect the safety and convenience of the public in the premises herein described. Petitioners further specifically request that all necessary steps be taken by the Illinois Commerce Commission to expedite, accelerate and advance upon its docket for immediate consideration, the matter of this Petition.

Respectfully submitted,

THE COUNTY OF KANE, STATE OF ILLINOIS

By: 

UNION PACIFIC RAILROAD COMPANY

By: 

(MWP\Bunker Road Petition)

**STATE OF ILLINOIS
BEFORE THE
ILLINOIS COMMERCE COMMISSION**

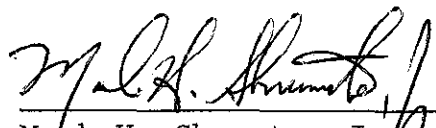
COUNTY OF KANE and)	
UNION PACIFIC RAILROAD COMPANY,)	
)	
Petitioners,)	
)	
vs.)	No.
)	
THE ILLINOIS DEPARTMENT OF)	
TRANSPORTATION,)	
)	
Respondent.)	
)	
Petition for the construction)	
Of a new grade separation of)	
Bunker Road extended under the)	
Union Pacific Railroad Company)	
at MP 40.8 located near LaFox,)	
Kane County, Illinois.)	

TO ALL PARTIES OF RECORD:

NOTICE OF FILING

Notice is hereby given that the attached Petition has been filed in the above entitled matter before the Illinois Commerce Commission in Springfield, Illinois at the Offices of the Commission as follows: David Lazarides, Director of Processing, 527 East Capitol Avenue, Springfield, Illinois 62701, by mailing the same to the Commission at the aforementioned address this 7th day of January, 2005 by placing the same in the United States mail at 101 North Wacker Drive, Chicago, Illinois 60606 at or about 5:00 p.m. on said date.

In addition, copies of the aforementioned Petition seeking review and determination as to the establishment of a new grade separation structure by extending Bunker Road under the Union Pacific Railroad Company at MP 40.8 located near LaFox, Kane County, Illinois have been sent to all parties of record. No Grade Crossing Protection Funds are being requested for this project.



Mack H. Shumate, Jr.

**STATE OF ILLINOIS
BEFORE THE
ILLINOIS COMMERCE COMMISSION**

COUNTY OF KANE and)	
UNION PACIFIC RAILROAD COMPANY,)	
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vs.)	No.
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THE ILLINOIS DEPARTMENT OF)	
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Petition for the construction)	
Of a new grade separation of)	
Bunker Road extended under the)	
Union Pacific Railroad Company)	
at MP 40.8 located near LaFox,)	
Kane County, Illinois.)	

CERTIFICATE OF SERVICE

The undersigned certifies that on January 7, 2005, a copy of the foregoing instrument was served upon the following parties by depositing said instrument in the U.S. Mail, with postage thereon fully prepaid, at 101 North Wacker Drive, Chicago, Illinois 60606, addressed as follows:

ELLEN SCHANZLE-HASKINS
Acting Chief Counsel
Illinois Department of Transportation
2300 South Dirksen Parkway, Room 300
Springfield, IL 62764
Phone: 217/782-0691
Fax: 217/524-0198

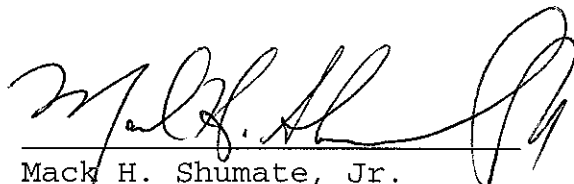
RICHARD A. CHRISTOPHER
Deputy Chief Counsel
Illinois Department of Transportation
310 South Michigan Avenue, Room 1607
Chicago, IL 60604
Phone: 312/793-4838
Fax: 312/793-4974

MICHAEL E. STEAD
Railroad Safety Program Administrator
Illinois Commerce Commission
527 East Capitol Avenue, 6th Floor
Springfield, IL 62701

THOMAS RICKERT
Deputy Director of Transportation
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

ELIZABETH FLOOD
Senior Real Estate Attorney
Metra
547 W. Jackson Boulevard, 15 East
Chicago, IL 60661

JACK BAUER
Section Manager Contract Services
Metra
547 W. Jackson Boulevard, 5 West
Chicago, IL 60661



Mack H. Shumate, Jr.
Senior General Attorney
Union Pacific Railroad Company
101 North Wacker Drive, #1920
Chicago, IL 60606
Phone: 312/777-2055
Fax: 312/777-2065

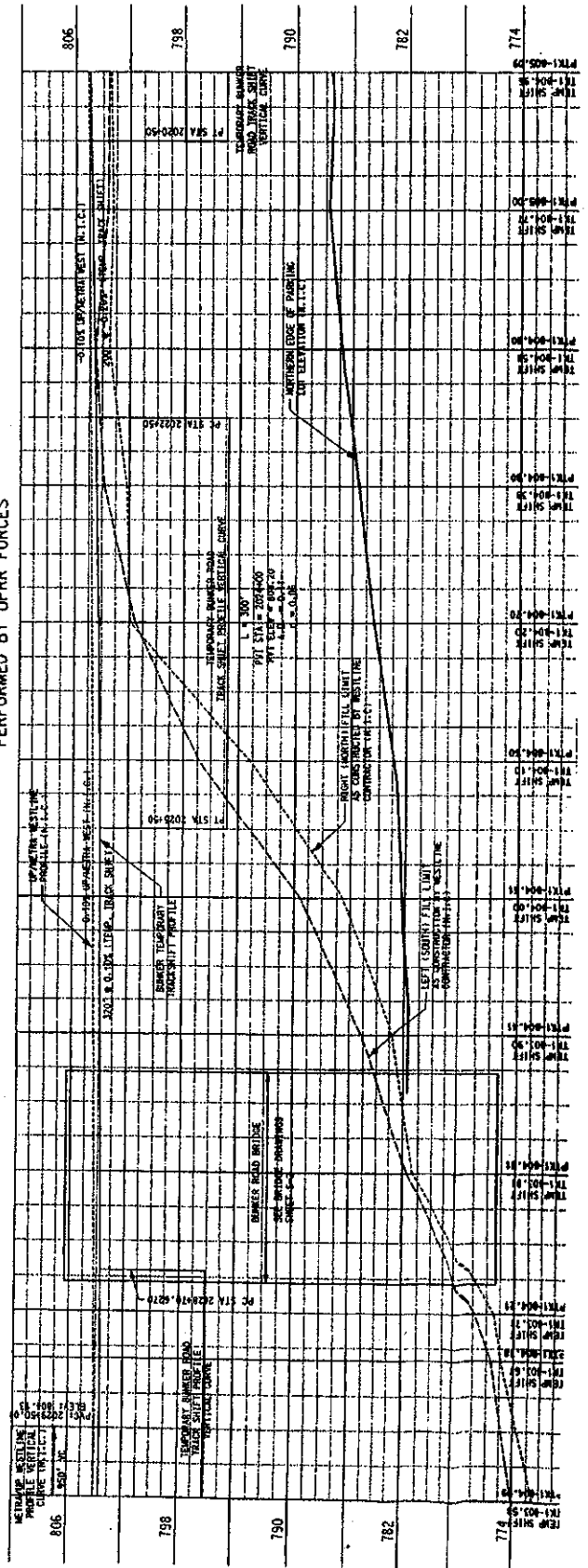
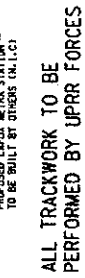
MP 40.80 - Geneva Subdivision
Bunker Road Underpass - DOT #922526W
New Underpass Grade Separation Crossing
Construction Project

POULEY RD
HARLEY RD
BRUNDAGE RD
MEADOWSWEET LN
STILLMEADOWS LN
PENNYCREST
CR 41
BUNKER RD
DENALI LN
FOAL LN
COLT
BEITH RD
DILLONFIELD
CHICAGO AND NORTHWESTERN RAILROAD
Geneva Subdivision
CR 41
BLACKBERRY CREEK

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1. Flagging.

PHONE: 1-(800) 336-9193



DESIGN SPECIFICATIONS

Concrete and Steel Design in accordance with AREMA Manual for Railway Engineering, Dated 2002. UPRR's "Guidelines for Design and Construction," and Metra's modifications to AREMA, Workmanship and Materials in accordance with AREMA Specifications for Materials, and Metra's modifications to AREMA, Design and Construction, Metra's modifications to AREMA, the "Standard Specifications for Road and Bridge Construction" of the State of Illinois, Department of Transportation, adopted January 1, 2002, and the Special Provisions.

DESIGN STRESSES

- f_c (Tension) Structural Carbon Steel = 78,800 psi
- f_y (Tension) High-Strength Low-Alloy Steel = 27,500 psi
- f_y (Tension) Bars (Grade 60) = 24,000 psi
- f_c (Compressive) Concrete at 28 days (superstructure) = 6,000 psi
- f_c (Compressive) Concrete in Flange (substructure) = 2,400 psi
- f_c (Compressive) Concrete at 28 days (substructure) = 5,000 psi
- f_c (Compressive) Concrete in Flange (substructure) = 2,000 psi

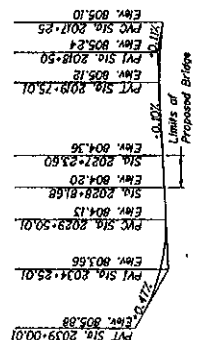
DESIGN LOADS

Dead Load: Weight of track, ballast, waterproofing, concrete deck and girders/beams, including the weight of additional ballast for future track raises (30" max. depth).

Live Load: Cooper E80-Composited, Cooper E85-Noncomposited Impact Loads Applicable percentage of above Live Load without hammer blow.

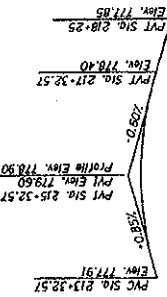
DESIGN CRITERIA

- Seismic Performance Category (Spc) = "A"
- Bedrock Acceleration Coefficient (A) = 0.04g
- Site Coefficient (S) = 1.0
- Live Load and Impact Load from any single track shall not exceed 40,000 lbs. per girder.
- over 3 girders/beams, by design. Final configuration provides distribution of track loads to 4 girders/beams.



TOP OF RAIL ELEVATIONS UNION PACIFIC RAILROAD

Grades as proposed for Tracks #1, 2, and 3. Metra UP West Line Extension Contract



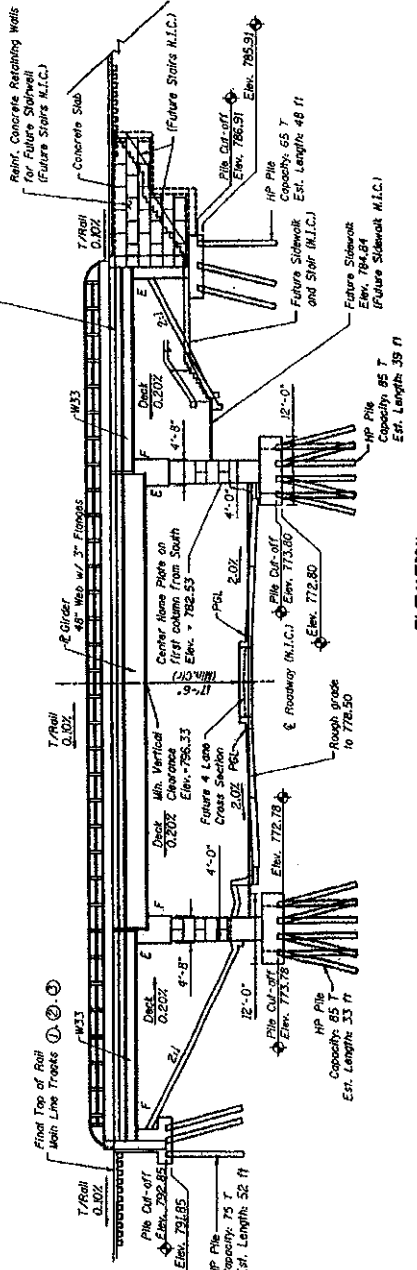
BUNKER ROAD PROFILE GRADE

V.C. = 400'-0"

Station	Offset
SB-1	218+13 72' L
SB-2	218+00 40' R
SB-3	216+50 39' L
SB-4	216+60 73' R
BT-1	2027+60 3' L

SOIL BORING LOCATIONS

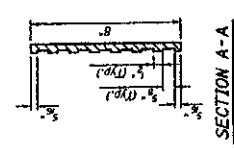
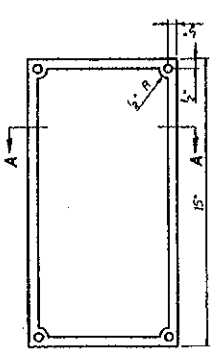
Stationing is based off Proposed Bunker Road Elevation for BT-1 which is based off of Existing Track #2 (See sheet S-1)



ELEVATION

INDEX OF SHEETS

Drawing	Sheet Description
S-1	General Plan
S-2	General Elevation, Profiles, & Drawing List
S-3	General Notes, & Total Bill of Materials
S-4	Construction Sequence, Notes and Details
S-5	Construction Stage 1
S-6	Construction Stage 2
S-7	Construction Stage 3
S-8	Temp. Pier Details - Stage 1
S-9	Temp. Pier Details - Stage 2
S-10	Pier Plan and Details - West Abutment and Piers
S-11	Pier Plan and Details - East Abutment
S-12	West Abutment Section and Details
S-13	East Abutment Section and Details
S-14	East Abutment Section and Details
S-15	Retaining Wall for Future Stair Opening
S-16	Temp. Pier Details - Stage 1
S-17	Temp. Pier Details - Stage 2
S-18	Temp. Pier Details - Stage 3
S-19	Temp. Pier Details - Stage 4
S-20	Temp. Pier Details - Stage 5
S-21	Temp. Pier Details - Stage 6
S-22	Temp. Pier Details - Stage 7
S-23	Temp. Pier Details - Stage 8
S-24	Temp. Pier Details - Stage 9
S-25	Temp. Pier Details - Stage 10
S-26	Temp. Pier Details - Stage 11
S-27	Temp. Pier Details - Stage 12
S-28	Temp. Pier Details - Stage 13
S-29	Temp. Pier Details - Stage 14
S-30	Temp. Pier Details - Stage 15
S-31	Temp. Pier Details - Stage 16
S-32	Temp. Pier Details - Stage 17
S-33	Temp. Pier Details - Stage 18
S-34	Temp. Pier Details - Stage 19
S-35	Temp. Pier Details - Stage 20



NAME PLATE DETAIL

Not to Scale

Fabrication and erection to be in accordance with U.S. Standard Specifications.

INDEX OF ABBREVIATIONS

- PC = Point of Curvature
- PI = Point of Intersection
- PT = Point of Tangency
- AB = Abutment
- AL = Alignment
- AS = Approach
- BC = Bridge Center
- CC = Clearance
- CL = Centerline
- CR = Center
- DE = Diameter
- DI = Diameter
- EA = Elevation
- EL = Elevation
- EM = Elevation
- EN = Elevation
- EP = Elevation
- EQ = Elevation
- ER = Elevation
- ES = Elevation
- ET = Elevation
- EU = Elevation
- EV = Elevation
- EW = Elevation
- EX = Elevation
- FA = Fixed
- FG = Flange
- FL = Flange
- FM = Flange
- FN = Flange
- FO = Flange
- FR = Flange
- FS = Flange
- FT = Flange
- FU = Flange
- FW = Flange
- FX = Flange
- FY = Flange
- FZ = Flange
- GA = Gauge
- GB = Gauge
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- IF = Inside
- IG = Inside
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- IJ = Inside
- IK = Inside
- IL = Inside
- IM = Inside
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- IO = Inside
- IP = Inside
- IQ = Inside
- IR = Inside
- IS = Inside
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- IV = Inside
- IW = Inside
- IX = Inside
- IY = Inside
- IZ = Inside
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- JB = Joint
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- JD = Joint
- JE = Joint
- JF = Joint
- JG = Joint
- JH = Joint
- JI = Joint
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- JL = Joint
- JM = Joint
- JN = Joint
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- JQ = Joint
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- UK = Unit
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- XN = X-axis
- XO = X-axis
- XP = X-axis
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- XR = X-axis
- XS = X-axis
- XT = X-axis
- XU = X-axis
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- XW = X-axis
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- YA = Y-axis
- YB = Y-axis
- YC = Y-axis
- YD = Y-axis
- YE = Y-axis
- YF = Y-axis
- YG = Y-axis
- YH = Y-axis
- YI = Y-axis
- YJ = Y-axis
- YK = Y-axis
- YL = Y-axis
- YM = Y-axis
- YN = Y-axis
- YO = Y-axis
- YP = Y-axis
- YQ = Y-axis
- YR = Y-axis
- YS = Y-axis
- YT = Y-axis
- YU = Y-axis
- YV = Y-axis
- YW = Y-axis
- YX = Y-axis
- YZ = Y-axis
- ZA = Z-axis
- ZB = Z-axis
- ZC = Z-axis
- ZD = Z-axis
- ZE = Z-axis
- ZF = Z-axis
- ZG = Z-axis
- ZH = Z-axis
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- ZK = Z-axis
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- ZM = Z-axis
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- ZO = Z-axis
- ZP = Z-axis
- ZQ = Z-axis
- ZR = Z-axis
- ZS = Z-axis
- ZT = Z-axis
- ZU = Z-axis
- ZV = Z-axis
- ZW = Z-axis
- ZX = Z-axis
- ZY = Z-axis
- ZZ = Z-axis

EXHIBIT "D"

Tri-Party Agreement for the Construction, Operation & Maintenance of Bunker Road